EMERGENCY PROCEDURES
C-182T N826CP
S/N 18281246

Engine Failure During Takeoff Roll
1. Throttle Control ..... **IDLE**
2. Brakes ..... **APPLY**
3. Wing Flaps ..... RETRACT
4. Mixture Control IDLE CUT-OFF
5. Ignition Switch ..... OFF
6. Master Switch (alt batt.)..OFF

Engine Failure Immediately After Takeoff
1. Airspeed.....
75 KIAS (Flaps Up)
70 KIAS (Flaps Down)
2. Mixture ..... IDLE CUT-OFF
3. Fuel Selector Valve..... PUSH down and rotate To Off.
4. Ignition Switch ..... OFF
5. Wing Flaps ...As required (Full Recommended).
6. Master Switch (alt/batt.)..OFF
7. Cabin Door ..... UNLATCH
8. Land .....STRAIGHT AHEAD

Engine Failure During Flight (Restart Procedures)
1. Airspeed..... 75 KIAS
(best glide speed)
2. Fuel Selector Valve .... BOTH
3. Aux. Fuel Pump Switch ..ON
4. Mixture ..... RICH
5. Ignition Switch ..... BOTH
(or Start if propeller is stopped)

Note

If propeller is windmilling, engine will restart automatically within a few seconds. If propeller has stopped (possible at low speeds), turn ignition switch to Start, advance throttle slowly from idle, and lean the mixture from full rich, as required to obtain smooth operation.

6. Aux. Fuel Pump Switch ... OFF

Note

If the fuel flow indication immediately drops to zero, signifying an engine-driven fuel pump failure, return the auxiliary fuel pump switch to On.

Emergency Landing Without Engine Power
1. Passenger Seat Back .....Most Upright Position.
2. Seats and Seat Belts SECURE
3. Airspeed .....
75 KIAS (Flaps Up)
70 KIAS (Flaps Down)
4. Mixture ControlIDLE CUT-OFF
5. Fuel Selector Valve… ... PUSH Down and Rotate to OFF
6. Ignition Switch ..... OFF
7. Wing Flaps..... As req. (Full Recommended).
8. Master Switch (alt/batt.)…OFF (when landing is assured).
9. Doors ... UNLATCH PRIOR TO Touchdown.
10. Touchdown Slightly Tail LOW
11. Brakes ..... Apply HEAVILY

Precautionary Landing With Engine Power
1. Passenger Seats Most UPRIGHT Position.
2. Seats and Seat Belts ... SECURE
3. Airspeed .....75 KIAS
4. Wing Flaps.....20º
5. Selected Field ...Fly Over, noting terrain and obstructions, then retract flaps upon reaching a safe altitude and airspeed.
6. Avionics Master Switch ..... OFF
7. Electrical Switches ..... OFF
8. Wing Flaps .....FULL (on final approach).
9. Airspeed ..... 70 KIAS
10. Master Switch (alt/batt.)….OFF
11. Doors……UNLATCH (PRIOR TO TOUCHDOWN)
12. Touchdown....Slightly Tail LOW
13. Mixture..... IDLE CUT-OFF
14. Ignition Switch ..... OFF
15. Brakes ..... Apply HEAVILY

Ditching
1. Radio ..... Transmit MAYDAY on 121.5, giving location and intentions and Squawk 7700.
2. Heavy Objects (in baggage area) Secure Or Jettison (if possible).
3. Passenger Seat Backs ..... Most Upright Position.
4. Seats and Seat Belts... SECURE
5. Wing Flaps ..... 20º to Full.
6. Power .....Establish 300 Ft/Min descent at 65 KIAS.

Note

If no power is available, approach at 70 KIAS with flaps up or at 65 KIAS with 10º of Flaps.

7. Approach
High winds, Heavy Seas..... Into the Wind.
Light winds, Heavy Swells .....
Parallel to Swells.
8.Cabin Doors ..... UNLATCH
9. Touchdown..... Level Attitude At Established Rate-Of-Descent.
10. Face ..... CUSHION (at touchdown with folded coat).
11. ELT ..... ACTIVATE
12. Airplane.... EVACUATE through cabin doors. If necessary, open window and flood cabin to equalize pressure so doors can be opened.
13. Life Vests and Raft.....INFLATE When Clear Of Airplane.

Fire During Start On Ground
1. Cranking……CONTINUE
to get a start (pulls flame into engine)

If Engine Starts:
2. Power.....1700 RPM for a few minutes.
3. Engine ..... SHUT DOWN
inspect for damage.

If Engine Fails To Start:
4. Throttle..... FULL OPEN
5. Mixture ……**IDLE CUT-OFF**
6. Cranking .....CONTINUE
7. Fuel Selector Valve .....Push (Down and Rotate to Off).
8. Auxiliary Fuel Pump ..... OFF
9. Fire Extinguisher ..... OBTAIN
10. Engine.....SECURE
a. Master Switch ..... OFF
b. Ignition Switch ..... OFF
11. Parking Brake .....RELEASE
12. Airplane..... EVACUATE
13. Fire.....EXTINGUISH
(using extinguisher, wool blanket, or dirt)
14. Fire Damage .....INSPECT

Engine Fire in Flight

1. Mixture..... IDLE CUT-OFF
2. Fuel Selector Valve ..... OFF (push Down and Rotate to OFF)
3. Aux Fuel Pump Switch ..... OFF
4. Master Switch ..... OFF
5. Cabin Heat and Air ..... OFF (except overhead vents).
6. Airspeed ..... 100 KIAS. (If fire is not extinguished, increase glide speed to find an airspeed, within airspeed limitations, which will provide an incombustible mixture).
7. Forced Landing ..... EXECUTE Refer to Emergency Landing Without Power Checklist.

Electrical Fire in Flight

1. Master Switch (Alt & Bat) ……OFF
2. Vents/Cabin Air/Heat..... CLOSED
3. Fire Extinguisher ..... ACTIVATE
4. Avionics Master Switch ..... OFF
5. All Other Switches (except ignition switch) ..... OFF

Warning
After The Fire Extinguisher Has Been Used, Make Sure That The Fire Is Extinguished Before Exterior Air Is Used To Remove Smoke From Cabin.

6. Vents/Cabin Air/Heat..... OPEN when ascertained fire is completely extinguished.
If fire has been extinguished and electrical power is necessary for Continuance of flight to nearest suitable airport or landing area.
7. Master Switch..... ON
8. Circuit Breaker..... Check for faulty circuit, DO NOT RESET
9. Radio Switches..... OFF
10. Avionics Master Switch ..... ON
11. Radio/Electrical …..ON one at a time, with delay to locate any short.

Cabin Fire

1. Master Switch..... OFF
2. Vents/Cabin Air/Heat ..... CLOSED (to avoid drafts).
3. Fire Extinguisher ..... ACTIVATE

See Warning Under Electrical Fire in Flight.

4. Vents/Cabin Air/Heat ..... OPEN when it is ascertained that fire is completely extinguished.
5. LAND THE AIRPLANE as soon as possible to inspect for damage.

Wing Fire

1. Land/Taxi Light Switches OFF
2. Navigation Light Switch... OFF
3. Strobe Light Switch..... OFF
4. Pitot Heat Switch ..... OFF

Note

Perform a sideslip to keep the flames away from the fuel tank and cabin.
Land as soon as possible using flaps only as required for final approach and touchdown.

Inadvertent Icing Encounter

1. Turn pitot heat switch ……ON
2. Turn back or change altitude to obtain an outside air temperature that is less conducive to icing.
3. **Pull cabin heat control full out rotate defroster control clockwise** for maximum defroster airflow.
4. Increase engine speed to minimize ice build-up on propeller blades.
5. Watch for signs of induction air filter icing. An unexplained loss of manifold pressure could be caused by ice blocking the air intake filter. Adjust throttle as desired to set manifold pressure. Adjust mixture, as required, for any change in power settings.
6. Plan a landing at the nearest airport. With extremely rapid ice build up, find "off airport" landing site.
7. With an ice accumulation of ¼ inch or more on the wing leading edges, be prepared for significantly higher stall speed.
8. Leave wing flaps retracted. With a severe ice build up on the horizontal tail, the change in wing wake airflow direction caused by wing flap extension could result in a loss of elevator effectiveness.
9. Open left window and, if practical, scrape ice from a portion of the windshield for visibility in the landing approach.
10. Perform a landing approach forward slip, if necessary for improved visibility.
11. Approach at 80 to 90 KIAS depending upon the amount of accumulation.
12. Perform a landing in level attitude.

For all other Emergency Abnormal Procedures. See the POH Section 3.

Ditching

1. Radio..... Transmit Mayday on 121.5 giving location and intentions and squawk 7700.
2. Heavy Objects (in baggage area) Secure or Jettison (if possible).
3. Passenger Seat Backs.. Most Upright Position.
4. Seats and Seat Belts..... Secure.
5. Wing Flaps ..... 20º to Full.
6. Power .....Est. a 300 FPM descent at 65 KIAS.

Note

If no power is available, approach at 70 KIAS with flaps up or at 65 KIAS with 10º flaps.

7. Approach (High winds, heavy seas:) Into the wind.
- Light winds, heavy swells: Parallel to swells.
8. Cabin Doors ..... Unlatch.
9. Touchdown ..... Level attitude at established descent rate.
10. Face..Cushion at touchdown with folded coat.
11. ELT .....Activate.
12. Airplane... Evacuate through cabin doors.(If necessary, open window and flood cabin to equalize pressure so doors can be opened.)
13. Life vests and raft.....Inflate when clear of airplane.

AIRSPEEDS FOR EMERGENCY OPERATIONS

Engine Failure After T/O
Wing Flaps Up……..75 KIAS
Wing Flaps Down…….70 KIAS
Maneuvering Speeds
3100 lbs……..110 KIAS
2600 lbs……..101 KIAS
2100 lbs……91 KIAS
Max Glide
3100 lbs……76 KIAS
2600 lbs……70 KIAS
2100 lbs……63 KIAS
Precautionary Landing With Pwr 70 KIAS
Landing W/O Pwr
Wing Flaps UP……..75 KIAS
Wing Flaps Down……..70 KIAS

This checklist is a guide to coordinate POH and STC data applicable to the particular aircraft only. The applicable POH and STC installations remain the official documentation for this aircraft. The PIC is responsible for complying with all items in the POH and applicable STC's. I certify this checklist has been reviewed for accuracy.

For the _____ **1/06/2006**
Wing Director of Maintenance **Date**